FRENCH STYLES THAT ARE BOTH SERVICEABLE AND NEAT.

Leather Suits and Masks Lose Ground -Dainty Devices for Woman-Combi-nation of Lap-Robe, Skirt and Overalis

-Seamless Coats and Legless Boots. Among other things for which the auto-mobile is responsible is that of having introduced a number of new fashions in dress At first heavy ulsters for men and thick wraps for women were accounted sufficient, but it was only a short time before these were found to be insufficient protection against the wind and dust encountered when the lever had been thrown in the high-speed clutch, and a special

rig for the sport became the proper thing. The evolution of the special costume, or rather costumes, for automobiling has now reached a stage in which utility and stylishness are being combined, is most interesting. The attention be-



LA COUVERTURE PANTALON-1.

ing given to this phase of the sport is resulting in some very ingenious garments, the latest of which are here illustrated. Automobile costumes first gained individuality in France, and it is from there that the most ingenious and advanced etyles in motor car wearing apparel come

In the beginning the utilitarian idea prevailed. The ordinary clothing was torn and soiled when its owner had trouble with the engine and so leather jackets, leather leggings, leather mitts and leather caps were introduced. At the start these suits were uniformly heavy and coarse and serviceable, but soon the wealthy owner differentiated himself from his hired chauf-



LA COUVERTURE PANTALON-2.

feur and finer qualities of leather suits, more elaborately made, were ordered for himself. Costumes of this sort, however seem now to be on a decline. In summer time they are too burdersome and heating and besides, even the expensive suits of leather were not sufficiently distinguishing for the owner, so that now the hired chauffeur and the racing automobilist are almost the only ones that use the full leather suits regularly. The cap has evidently come to etay, but the jackets, vests and leggings are more rarely seen, although last summer President A. R. Shattuck of the Automobile Club of America appeared at the Long Island reliability contest with a full leather costume, so wonderfully made that the camera men were drawn to it as the filings to a ledestone. Its most conspicuous feature



LA COUVERTURE PANTALON-S. was a flowing apron that suggested nothing

more than it did a worker in an abbatoir. Some of the broadly grotesque teatures of the early automobile coatumes that bid for ridicule have been dropped, but some of them must remain. It is a commor sight nowadays to see parties in automo-biles with no especial costuming except the leather cap, and even that is losing some of its prestige. For those who go out to speed on country roads the goggles and half masks are, and will continue to be, necessary, because at high speed the flying sand cuts enough to draw blood and to compel the closing of the eyes unless they are protected. As the sport grows though even these hideous parts of the motor.st r.g are being made neater and

Probably the introduction of women to the automobile has had as much to do with the development and refinement of automobile fashions as anything. No style of sport would be tolerated by the women a return

NOYEL WEAR FOR AUTOISTS. if it involved making themselves dress IMPRESSIVE SHOW OF AUTOS. come as a compromise between utility and

> For the women heavy cloaks and ulsters are made which are waterproof and yet have a dressy finish and a stylish cut. In place of the cars that were the common wear for men and women alike there are now dainty-looking chapeaus that are every bit as serviceable as the cars. yet natty in appearance. In the place of heavy masks and big goggles there are veils with dainty half-masks of white silk gauze sewn on the inner side of them. It is from France that such articles come and except for one firm in New York, which has recently imported a full line of automobile apparel from France, they are unknown in this country. It required the French trod ste to design a big hood to project the whole herd and back heir of women from the dust of the road, make it three feet long and yet give to it shape and point-

> from the dust of the roac, make it three feet long and yet give to it shape and pointings that let d coquettry to it. Another ingenious French invension is a protector for the b dy that permits of a light-colored silk want being worn in warm weather without a top coat. This protector is made of silk gauze and is clasped about the neck by a wire circlet; it drops from the shoulders like a skirt, covering arms and all. Instead of heavy boots or leggins, neat-looking high-top spats of waterproof material are supplied for feminine wear.
>
> In men's costumiling there is even greater variety if not quite so much refinement. The rewest and most it gerious article from Paris, and ore which has not yet been explicited here in any way, is ore that may be used for a laproce, trousers or skirt. It is made of heavy waterproof blanketing material, similar to that used for the Mackinaw shirts worn by lumbermen. It is peculiarly cut and when properly folded at pears to be an ordinary lap blanket laid double. The buttons and flaps on the reverse side enable the owner to convert it into trousers, or a skirt for a woman, with pockets as shown by the pictures. This garment is called "la ccuverture pantalon" and, as the term implies, is designed to serve as a pair of overalls.
>
> Another novelty is a shirt like coat, "le parapluie du chauffeur." which has no openit glexcept at the neck and the bottom. It is pulled on over the head and a neck-



wind-froof ulates.

piece of thin ruther sets it tight at the neck. At the wrists also there are elastic pieces that make it fit so as to be wind-proof. This sort of garment is made in several varieties. There are long ones and short ones, ruther and leather ones for the working chau aur to don, so that when he crawls under the machine he is protected absolutely from oil drippings, and handsomer ones of water-receded cloth for the owner's use at such times as he chooses to play at being his own mechanic.

times as he chooses to play at being his own mecharic.

In boots, shoes and spats there is a large variety to the latest Parisian products. The novelties most striking are what are called "bootettes." These are mude of varying lengths, from ankle high to knee, but they are not pulled on as the ordinary boot. The foot is placed in the lower part of them as in a big overshoe and then the leg part, which is continuous with the foot part, is formed by being wrapped about the leg and buckled. These are made for women as well as for men, in leather, rub-



LE PARAPLUIE DU CHAUPPEUR.

ber and felt. There are also big felt clogs for those troubled with cold feet, leather and rubber gloves and gauntlets and head coverings of many sorts. A notion in the glove line is a rubber mitten with a mouth shaped piece cut out of the palm so that the hand may "breathe."

The Parisian automobile dress coats are wholly different from those made here. They are made of more expensive material, have silk plush and corduroy collars and heavy frogs, and all are made with wind flaps in front that button inside the outer or main piece that buttons over. The sleeves of all of them are made with a wind protecting piece on the inside. This is a drop-piece fast to the inside of the sleeve proper which fits tightly about the wrist by means of elastic.

In the line of masks and goggles there are two score of varieties. Goggles are mide with pneumatic rings on the inside to take the pressure from the temples and frontal bone. They are made with all sorts of fur linings and even outer coverings, wolf, plucked otter, squirrel, mink and horse hair are used, beside chamois, kid and silk plush. The frames for the lenses on the best goggles are made o aluminum, and you may go as high as \$12 for a dainty pair if you choose. Goggles are made also with nose coverings and ear tabs that are detachable. In lieu of even the prettiest fur-covered and silk-lined goggles, milady may choose to wear a pretty veil with a transparent mice front-piece and these are at hand in the up-to-date stocks.

The tendency toward the adoption of a regular costume or habit for automobiling, the same as for saddle riding, golf, or cycling started off bravely. Then it was checked because of the outlandish appearance of the full uniforms and also because of the affectation of them by the chauficure and small fry, but with the advent of more distinctive, more stylish looking garments, which are made somewhat exclusive because of their expensiveness, the tendency toward a special dress is showing signs of a return.

EXHIBIT IN THE GARDEN FAR THE BEST HELD THERE.

ush at the Opening to See the Novelties Prepared by Manufacturers-All Available Space Occupied-Eighty-one Mak ers of Complete Machines Repre ented.

Boldly, almost arrogantly, in a blaze of electric light and an almost tuneful tooting of French horns, the third annual automobile show was opened at 8 o'clock last night in Malison Square Garden. There is nothing modest about this exhibition and considerable that is brilliant, grand, im-

It is in marked contrast with the first show of the kind held in this country. That was in 1900, when there were just twenty-eight manufacturers in the display. The first show and the second one, in 1901, in which there were thirty-six exhibitors, may be said to have been merely tentative. They were held when the industry was in swaddling clothes, but this one is very different

The swaddling clothes have been kicked off and the show is now like a boy that is "too big for his breeches." The spirit manifest is also like that of a big, lusty boy, full of swagger and self-confidence. Instead of being diffident the makers are now self-assertive, and yet it is safe to say that the American automobile has not passed

That the show is too big for its housing is evident from the fact that the main floor a temporary gallery, the first-t'er boxes. the restaurant and the cellar have been used for exhibition spaces and yet applicants had to be turned away. The total number of spaces is 195, divided as follows Main floor and balcony, 130; restaurant, 16; first-ticr boxes, 14; basement, 35. When the show was actually opened there were 142 different exhibitors paying for space I these 10 were in the first-tier boxes, 34 in the basement, 16 in the restaurant and 85 on the main floor and balcony Divided this way the exhibitors total up 145, but the discrepancy is explained by the fact that two exhibitors who are on the main floor also have spaces in the res-

Of the 142 exhibitors just eighty-one have complete cars for exhibit. Of these nine are representatives of foreign makers, one is a maker of motor bicycles and one shows a low-built quadricycle. There is only one three-wheeled vehicle in the show Of the eighty-one manufacturers represented, counting in the foreigners, sixty-eight show gasolene cars, thirteen show steam vehicles and eight show electrics. This total of eighty-nine is explained by the fact that some have to be counted twice because there are four concerns making both gasole ie and steam vehicles, two making both gasolene and electric and one that makes gasolene, steam and electric

The show this year is held for the second time under the joint auspices of three organizations; the Automobile Club of America, the National Association of Automobile Manufacturers and the Madison Square Garden Company. The first show was held under the auspices of the Automobile Club alone, and then there was a track on which competitions were held, and a loan exhibit of relies and queer attempts at making "horseless carriages" in the restaurant, to help the thing along. The exhibition will be open from 10 o'clock in the morning until 11 o'clock at night every day until next Sunday. It was opened as felicitously as could have been desired. The big amphitheatre was finely decorated. White and yellow streamers hung from

the steel girders of the dome; the front of the balcony structure from the rail to the main foor was draped in the same colors, while the facing of the galleries vas festooned with American flags held in place by the done in red and gold. The makers for the most part had their exhibits ready, but kept them covered as if afraid of their prying rivals until the time came for the doors to open, and then they were stripped, the electric signs turned on, and the public trooped in to a truly bewildering spectacle.

It was a circumstance much commented on that this show had been more generally noticed than any previous one and erally noticed than any previous one and that information about the new models of machines to be seen had been, through press and catalogue, given out more freely than ever. Yet this did not keep the people away. Descriptions could not satisfy, and the American public, like kelen's babies, wanted to "see the wheels go 'round," or at least actually see the wheels, for all gasolene was excluded from the Garden and no automobiles could be shown in action.

gasolene was excluded from the Garden and no automobiles could be shown in action, as they should be for the same reasons that horses are.

It was a muse exhibit of still life, of mighty machines full of potentiality and suggesting it. It was a dormitory of glants, and sleeping they submitted to inspection. To the thoughtful person it was awe-inspiring to consider that there was power and To the thoughtful person it was awe-in-star-ing to consider that there was power and motion lurking in all the mass of inert metal—that this whole army of something ike 300 machines could be made to thr bas if with life and sweep forward in one simulareous charge by the simple turning of

In all more than half a million dollars is represented by the vehicles in the Garden. This is but an estimate, for the prices range from \$5,000 to \$9,500 and the number of from \$5,000 to \$6,500 and the number of machines in a space varies from one to seventeen, a fair average being three or possibly four. The biggest machine in the show is a five-ton electric truck, the smallest made as a commercial commodity is a buckboard that weighs only 350 pounds. The highest-priced American-made pleasure vehicle is a fifteen-horse-power gasolene touring car that lists at \$6,000; the lowest priced is the four-horse-power buckboard mentioned.

priced is the four horses as soon as mentioned.

The people began to arrive as soon as the doors were opened, and at 8:30 a good attendance was assured. The Garden was cold and the visitors kept on their wraps, but seemed earnest in their inspection of but seemed earnest in their inspection of the motor cars. In spite of all the preliminary information

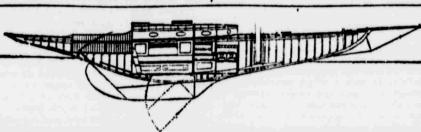
In spite of all the preliminary information given out, there were a lot of surprises. The tendency to yield acknowledgment to the superiority of the foreign makers and follow their lead is more pronounced than it was at first supposed, although there is still much stubbornness manifested by a copying of the outward form only and in essentials clinging to the ideas of the past. This tendency, with the modification mentioned, may be said to be the keynote of the 1903 show.

The adoptor of a steel frame for the body of the in sits in place of wood or armored wood is becoming general. Artillery wood wheels are absolutely supplanting all the wire ones, and in one instance a maker of wheels of tubular steel has made them so that they look like the artillery wheels. The use of aluminum for the body of the carriages is growing quite common and this is all in line with foreign ideas. In relation to engines and gears and motor parts, too, there is a continuation of the tendency, but it is not so gereral.

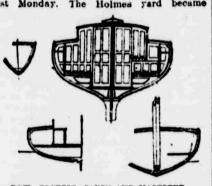
THE NEW 25 FOOTER.

be Feen Next Fummer. Mr. C. Oliver Iselin, representing a small syndicate of New York yachtsmen, has made

there are to be seven, will be personally superintended by their designer, Mr Charles Description of the Cruiser-Racer Type to F. Herreshoff, nephew of Nat Herreshoff and designer of the Nevada, that made such syndicate of New York yachtsmen, has made a contract by which the 25-foot class arranged to be jib and mainsail boats, with a small centreboard below the cabin floor for by him will be built by the Holmes Ship-



building Company at West Mystic, Conn. Work of laying down was begun in the loft last Monday. The Holmes yard becam



The spars will be: Mast, 44 feet long, 8 inches diameter; boom, 33 feet long, 5 inches diameter; gaff, 19 feet long, 6 inches diameter; bowsprit, 10 feet long, 6 inches by 3½ inches diameter; The sails will have an area of 1.100 square

dimension are: Length over all. 40 feet

length load-water line, 25 feet; beam extreme 10 feet; draught (extreme), 4 feet 6 inches.

construction of the knockabouts, of which

feet iib and mainsail. 400 square feet spin-naker, 150 square feet storm jib. Three tons of lead will be carried in the keel, and Mr. Merreshoff thinks that they will be fully able to carry their sail and will beat the Bristol 30-footers of last year. There BOW. COCEPIT CABIN AND MASTETEP.

prominent in 1901 as the builder of the only five-masted schooner launched outside the State of Maine, the Jennie R. Dubols. The bow.

boldly and defiantly announcing that the car which will race for the cup will have a horizontal engine. In another case, a well-known maker of cars with horizontal engines has preduced a four-cylindar upright engine hooded in front and built with mech-inically operated intake valves instead of automatic valves operated by suction.

suction.

The investigation of the valve question yielded a surprise for all the sharps. Instead of there being no American machines with mechanical valves three new big cars were found and as many more reported and it was also learned that several makers of small cars with one cylinder only have been using such valves right along. In transmission gears the sliding or thrust shaft with counter shaft, such as is used abroad, seems to be most popular.

11. as has been said the motor is the

or thrust shaft with counter shaft, such as is used abroad, seems to be most popular.

It as has heer, said the motor is the stomach of the automobile, the carburetter may be considered its lungs, and the spark I lug its heart? Both carburetters and spark I lugs have received a great amount of attention on the part of the makers and some splendid-seeming new things are shown in each. On the whole the major of the trail of the foreign builders that was begun in 1901 is progressing firely. Two wholly American concerns are making duritiester. Freech mochi es.

Some of the interesting novelties of the show to be investigated and described later may be briefly mentioned as being found in a gasolene coupé for physicians, wholly inclosed and operated for within, a gasolene truck, a miniature electric wagon four feet long and three feet wide, made for young Kingdon Gould; a gasolene locomobile with the first L mous for the Belgians body made in America; a steam fire wagon an electric truck for hauling telephone cable and having an electrically operated windlass on it for hauling the cables through the conduits; an electric magnetic device for changing speed and an automatic pump which forces oil to a universal distributor.

Secretary Unwin of the N. A. A. M. said that the Collector of the Port had been con-

distributor.

Secretary Unwin of the N. A. A. M, said that the Collector of the Port had been consulted and the foreign machines for three exhibitors which are on the belated St. Louis vill be at the show to-morrow. Four-nier said last night that he went to the theatre on Friday night and incidentally sold an eighteen-horse power Mars to Nat Goodwin for \$8,000. Goodwin said he was going to take it to Europe with him was going to take it to Europe with him in July.

## FOURNIER-WINTON RACE. Automobile Contest.

Racing news was lively at the Automobile Show last night Concerning the challenge from Fournier to Alex Winton, the former showed a disposition to force Winton into a meeting. Fournier wanted to race for a On the strength of the views received de-purse and Winton declined. After con- pends the action of the Rules Committee. siderable talk to cross purposes and con-dicting statements made in different interviews each man made a statement and signed it. These were as follows:

CONDITIONS IMPOSED BY WINTON CONDITIONS IMPOSED BY WINTON.

Contest to be not earlier than July 25, 1903, the
exact date to be mutually agreed upon later.

Track to be hard and otherwise in good condition for automobile speed.

Distance to be twenty five miles, and I would suggest starting one at the wire and the other at helf-mile post.

suggest starting one at the wire and the other at helf-mile post.

There shall be no purse, percentage of gate receipts, or any revenue whatsoever go to either contestant.

The victor shall be the recipient of a silver trophy of suitable design, to be given by the club or organization under whose auspices the race is liven.

The best automobile track I have ever uriven over and the track I believe hest suited for such a contest as proposed is the one-mile course of the Cleveland Driving Park Company, at Gienville, Ohlo, and I therefore name as one of the conditions that the proposed race he run over this course.

ALEXANDER WINTON.

ohio, and I therefore hame as one of this course.

ALEXANDER WINTON.

POURNIES'S REPLIT.

In answer to the conditions designated by Mr. Winton, I will agree to the foliowing.

I will agree to meet Mr. Winton at the Empire track, Yonkers, which is a neutral course and one on which neither would have the advantage; the prize to be a silver trophy emblematic of the championship of America.

Following this race, I will agree to meet Mr. Winton in a second match at the Cleveland Driving Park, Glenville, Ohio, under easetly the same conditions.

Should each one of us win a match I am willing to meet him in a deciding race, choice of same to be by toss of a coin.

During my entire automobile racing career I have never competed for mone, and I am periectly willing that this shall be a so-called am teur contest, if Mr. Winton assies so, though I am informed that he has contested against a professional at Detroit, Mich.

It is hardly necessary for me to call attention to the fact that in meeting Mr. Winton I am may be not the fact that in meeting Mr. Winton in am crossing the ocean, traveiling several thous in miges, and subjected to a large expense, aside from neglecting m, business, which demands more time than I can now give it.

I am willing with my representative to meet Mr. I am willing with my representative to a range ments outlined above, which I believe all will aumit are more than lair on my part.

Henry Fournies.

Information concerning the machines to be used by the different contestants in the International Cup race was eagerly sought for at the show, from the principals who were all together for the first time, but they refused point blank to answer questions. Enough leaked out, however, to make it reasonably safe to say that H. S. Harkness is having built a four-cylinder machine of about 50 horse power after ideas of his own. It will embody all the latest European improvements, but will not be a copy of any particular make. This, Mr. Harkness admits. The Winton machine will be similar to his "Bullet," but with the idea pushed further, and will have a four-cylinder horizontal engine in front. The L. P. Mooers machine will be a very low, rakish model with a four-cylinder engine and a long wheel base. The Matheson cars are an unknown quantity, except that they will be of very large horse power.

## FRENCH AUTOISTS HERE. Arrive for the Show With New Ideas and

Stories of High-Power Machines. One of the biggest parties of French auto-

that the demand in France was just three "I am now building a 100-horse-power machine for one American," said M. Charley. "He intends to use it in one of the Paris races in May. A number of Americans are now having 60-horse-power automobiles built in France to use instead of the 40-horse-power nachines which they now have They want them for hill climbing. Among those who are now having these machines made for delivery here in the spring are W. K. Vander-bilt, Jr., Edwin Hawley, Mrs. Howard Gould,

and John W. Gates.

3. M. Neubauer said the demand for automobiles now was principally for high-power machines, which are practically noiseless. Machines which can be gauged so as to run at very high or very low speed so as to be safe in crowded streets, are also in great demand, he says. M. Neubauer brings over here a new automobile speed indicator calculated to trouble policemen, who arrest automobilists for speeding. The indicator registers the speed of the machine automatically every two minutes. It also tells its user how many miles he has travelled at any time and lots of other things. Mr. Neubauer said he did not think the American manufacturers would cut into the French automobile trade much for a vear or two.

"But then," he continued, "it will be different. I am confident that in three years the French will be coming to America to buy automobiles. The Americans are sometimes slow at the start, but when they do get started they always go ahead of every other nation. They are wonderful demand for high-speed macines. I am now building one which, according to the contract, must attain a speed of 80 miles an hour. It is a four-cylinder, gasoine machine. Both in France and elsewhere there is also a pleasing demand for carriage machines of the brougham or theatre party style.

Vest Opposed to Changing Rules-Indians

sidered.

SAN FRANKICSO, Jan. 17.—In the Adam Andrew Sciling Stakes at six and a half furlongs and worth more than \$3.000, Glendenning, a long shot, came dangerously close to winning. He led into the stretch by about four lengths, but Princess Titania, came with a great rush at the end and won out in the last couple of strides in the fast time of 1:1994. Cascine won the two-year-old race in dever style.

of 1:1934. Cascine won the two-year-old race in clever style.

First Race—Six furlongs—Fairbury, 102 (C. Kelly), 11 to 5, won; Frank Pearce, 102 (Donovan), 12 to 1, second; Pat Oran, 193 (Waterbury), 9 to 1, shird. Time, 1:1894. Cousin Carrie, Chemies, 10 annie Knight, Dora 1, Angelena, Largemente, Sallie Green and Tioli a also ran.

Second Race—Four furlongs—Cascine, 113 (Minder), 3 to 5, won; Planet, 107 (Donnelly), 11 to 5, second; Punctillo, 110 (Burns), 20 to 1, third. Time, 1:45), Boxwood, Annie Marie and Emil also ran.

Tulrd Race—One mile—Kitty Kelly, 102 (C. Kelly), 25 to 1, won; Magrie Fellz, 109 (Burns), 4 to 1, second; Rollick, 93 (Reed), 9 to 1, third. Time, 141 Byronerdale, Sleening Child, Lodestar, Mr. Farnum and Jarrettere d'Oralso ran.

Fourth race—dam Andrew Selling St. ke; six and a half furlongs—Princess Titania, 10, talrkenruth, 13 to 5, won; Gleendenning, 89 (Reed), 16 to 1, second; Arabo, 94, (Daly), 5 to 2, third. Time, 1184, Constellator, The Fretter, Stuyve, Leader, The Pride, Tower of Candles and Sweet Tooth also ran.

Fifth Race—One mile and a sixteenth—Dr. Fersource of the tendency, but it is not so general.

Several exponents of the horizontal engine in the body of the vehicle have adopted the virtical type and put it in front, but in view of how other European id as have been adopted, there are a surprising number who cling to the horizontal position. Two striking examples of lovalty to this style are found. One is in the auto car where the engine has been moved from the body and placed under a bonnet in front, but it is still a horizontal engine.

The other is in the case of Winton, one of those who will compete for the international eighth of the style are made with horizontal engines. At the show is the record-holding Winton "Bullet," with vertical cylinders, but on it is a placard with vertical cylinders, but on it is a placard with vertical cylinders, but on it is a placard with vertical cylinders, but on it is a placard with vertical cylinders, but on it is a placard with vertical cylinders, but on it is a placard on the local content of the same and summandaturers that ever the first extend the automobile show them practically unbounded enthusiasm for automobiling as a sport and made some interesting predictions as to what might be expected soon in the line of automobiles speed.

The party was made up of C. L. Charley and placed under a bonnet in front, but it is still a horizontal engine.

The other is in the case of Winton, one of those who will compete for the international eighth of the properties of automobiles who is bringing six of his machines here; A. Neubauer, another agent, and three others of the same sort—Mesars. Lamberjack, Lucas and Devien.

M. Charley said he had never before seen with vertical cylinders, but on it is a placard with vertical cylinders, but on it is a placard with vertical cylinders. The first end of automobiles is particle of the summand and manufacturers that ever the automobile show the expected soon in the line of automobiles who is bringing the properties of the same to this country arrived here yesterday from the expect

Charles M. Schwab, Mrs. Potter Palmer and John W. Gates." M. Neubauer said the demand for auto-

## Show People Crowd Hotels. Most of the Broadway hotels had all they could do last night to handle the out-of-town

visitors to the Automobile Show. The popularity of the automobile and the general prosperity of the country, the hotel prople said, could not be better demonstrated than by the rush of people from out of town to see the show.

## FOOTBALL.

to Give Up the Game?

The Football Rules Committee is to meet about the middle of February and then all the testimony pro and con regarding proposed changes in the playing rules will be con-Testimony has been procured through circular letters sent to football captains East and West, asking for an expression of opinion as to changing the rules Many answers have been received, and there are opinions both for and against changes. As has been told in THE SUN, all of the members of the committee do not believe that doing away with formation plays will decrease njuries. Expert opinion is not lacking that open plays cause more injuries than are incurred in close formations. The West is said to be strongly against changing the rules so as to bring about more open play, arguing that they would have to begin al over again after making big strides in the game as now played and Western players declare that pronounced changes would put them b hind the East two years or more.

There is a strong probability, according to report, that the Carlisle Indian School for a number of years, will not take up football

which has been prominent on the gridiron for a number of years, will not take up football another season. Two graduates of Carlisle, Dr. Carlos Montezuma and Dr. Eastman, are said to have asserted positively that such is the case. The following interview is credited to Dr. Montezuma:

"The commandant in charge at Carlisle is opposed to any such strenuous athletics as football, and it will be a long time before Carlisle has another team like those of 'as, '99 and 1900. The Indians love the game, but in the future it can be carried on only on a limited scale. The commandant won't so out among the various Indian nations and look for big men for the team, caring little about encouraging the school in this manner.

"The days of Metoxen, Bemis Pierce, Seneca, Hudson, Wheelock and others who became famous playing the game, are probably sone forever. Metox n is teaching in California and Hudson is paying teller in a bank in Pitteburg. In a game in Arizona Wheelock was tackled and injured his leg in the same place where it had been hurt many times while playing on the Carlisle team. He has never fully recovered from the injury. Although Bemis Pierce and his brother still play occasionally, the former has settled down, having a home in Idaho."

There is a chance for an important football game between the East and the West next fall after all. Manager Porter of Pennsylvania has received a letter from Manager Huff of the University of Illinois asking for a game to be played on Frankin Field on Oct. to or 14. Illinois asks for no return game in the West, and so the request is likely to be favorably acted upon.

The question of two umpires, in addition to the referce for football games, it is said, will be brought before the rules committee. A former Princeton player is in favor of this move. Its object is apparent, as two umpires could the more readily detect any tactics in the line not permitted by the rules.

## Racing at San Francisco.

EASILY THE BEST CAR BUILT IN AMERICA.

GASOLENE.

the best foreign and American types. IS NOT THIS SIGNIFICANT?

THE 16 H. P. LOCOMOBILE TOURING CAR

(FOUR CYLINDER VERTICAL FRONT MOTOR).

All the many orders placed for this car are from per ons who have been operating

Locomobile

AUTOMOBILES.

STEAM.

SEE OUR MAGNIFICENT EXHIBIT AT THE AUTOMOBILE SHOW. NEW STEAM AND GASOLENE MODELS.

N. Y. SALESROOMS, OPEN ALL THE TIME, BROADWAY, CORNER OF 76TH STREET.



# 12 Horsepower Two Cylinder "Toledo" Touring Car.

One of the new high quality touring cars on exhibition at Madison Square Garden built by

INTERNATIONAL MOTOR CAR CO., TOLEDO, OHIO.

Syracuse and Cornell Universities Now at Peace.

ITHACA, Jan. 17.—The action of the athirte nuncil of Cornell University in instructing Zimmer of the Cornell track team to arange a dual meet with Syracuse Univ raits is most significant in that it indicates that the batchet is to be buried pethen the hatenet is to be buried be-tween the two universities and that rela-tions, which were summarily broken off two years ago, will be resumed all along the line. Two years ago the football managers

match in the annual intercity contest be-tween teams representing the Racquet and Tennis Club of New York and the Personal Club of this city. The games between the second teams was won rather easily by the visitors, who ran out in straight aces, best visitors, who ran out in straight aces, best four out of seven. The play between the first teams was exciting, and the result was in doubt until the last are in the seventh set. The final game was captured by the New York rs, and the Philadelphians were beaten. The return match will be played next Saturday in New York. This is the third year of the contests between New York and Philadelphia. New York won the first year and Philadelphia last year. The scores of the games follow:

has volunteered to assist in the coaching of the hockey team and to improve the gosthe bockey team and to improve the gos-shooting ability of the players. Ex-Captain Wolff of last year's team has come out aga-and will take his former place at forward. D. McKee Hecker of the freshman squad has been promoted to the Vursity as a regu-lar player. Capt. William Duden announces that the second team will play in the newly organized league with Stevens Institute, Heffley School and the College of the City of New York.

## Jockey Odom Married.

COLUMBUS, Ga., Jan. 17.—Jockey George Odom and Miss Julia A. Mu tha, daughter of James A. Murtha of Brooklyn, were quietly married here to-day. Odom is 20, his bride will be 16 years of age next spring. The young woman's parents were present. The marriage had been set for April, but the young people did not wish to wait. Odom returns north in April to ride for S. S. Brown of Pittsburg.

lee Yachil g. RED BANK, Jan. 17.—bix boats of the North Shrewsbury Ice Yacht Club sailed a race to-day for the challenge champions to pennant of the club. Owing to the mild slower time than in the previous race's during the week. The starters were George J. Gilling's Wizard, Charles Irwin's Georgic, that the batchet is to be buried between the two universities and that relations, which were summarily broken off two years ago, will be resumed all along the line. Two years ago the football managers of the two universities got in a quarrel over the arrangment of a date with the result that Syracuse was not given a pk c on the schedule. Track relations for that year were abruptly severed and since that time, with the exception of rowing. Corn'll has had nothing to do with her old-time rival. The council also decided to reange freddie Colson, Corn'll's noted coxswain, as assistant to Courtney; and C. P. Brady, 94, was elected manager of the football years. Briddy will begin at once the work of trranging the Corn'll schedule for next year. The Varsity "C" was a warded to fourteen crew men which include those who rowed on the four and eight at Poughkeepsie.

Racquets.

PHILADELPHIA, Jan. 17.—The New York racquet players to-day won both games from the Philadelphians. It was the first match in the annual intercity contest between teams representing the Racquet and Tennis Club of New York and the Racquet and Tennis Club of New York and the Racquet the club of New York and the Racquet the club of New York and the Racquet and Tennis Club of New York and the Racquet the club of New York and the Racquet and Tennis Club of New York and the Racquet and Tennis Club of the games between the

## accident Crescent A. C. Trap Shooting.

Several guests of note including James A. R. Elliott of Kansas City were among these who participated at the grounds of the Crescent Athletic Club. Bay Ridge, yesterday in the weekly trap shooting tourna nent. In the contest for the 100 target trophy for the scratch men of the organization three

